

Priority Development Fund Planning Assistance for Housing Production

Case Study

Newburyport and Newbury use Planning Assistance Funds to concentrate development on the Proposed Little River Transit Village.

Summary of the Initiative

The City of Newburyport and the Town of Newbury received \$100,000 from the Priority Development Fund to develop a coordinated set of zoning ordinances and supporting mechanisms to encourage concentrated, mixed-use development around the MBTA's commuter rail station and in the adjacent Route 1 corridor in Newbury. The project includes the transfer of development rights to link compact, pedestrian-oriented development to preservation of environmentally sensitive open space in both communities around the Little River.



Route 1 Circle and Commuter Station - Newburyport/Newbury Existing



Route 1 Circle and Commuter Station - Newburyport/Newbury Alternative Future

Additional Details

During Phase I, analyses were conducted for the Feasibility Study of the Little River Transit Village. The study demonstrated that the concept, including the associated Transfer of Development Right mechanism, is feasible in its general outline, but that significant infrastructure investments would be required to support full build-out to the extent suggested by the proposed overlay zoning districts.

In Phase II of the planning project, the two communities need to determine the specific amount and type of development that will be desirable within the receiving areas. The boundaries and regulations for the overlay zoning districts have to be refined and the development rights transfer ratios calibrated to provide effective incentives for development within the receiving areas and open space preservation in the sending areas.

Phase II will focus development around the MBTA commuter rail station, to take advantage of the site's unified ownership, existing development as parking lots, and availability of State TOD funding. South of the Little River, the Town of Newbury must consider reducing the maximum permitted density below the levels that have been used in this analysis, and reducing the size of the receiving area to promote more compact development around the intersection of Route 1 with Hanover

Street and Middle Road. Finally, both communities should consider phasing implementation of the zoning overlay district and transfer of development rights programs, so that initial development projects will have the greatest possible impact in terms of revitalizing the core Transit Village area and preserving high priority open space parcels.

About the Priority Development Fund's Planning Assistance for Housing Production: In order to encourage communities to strategically plan for the production of new housing, MassHousing (The Massachusetts Housing Finance Agency) has made a total of \$3 million in planning assistance available to cities and towns. The Department of Housing and Community Development (DHCD) is administering the funds on MassHousing's behalf. Communities must apply to DHCD in order to be considered for funding.

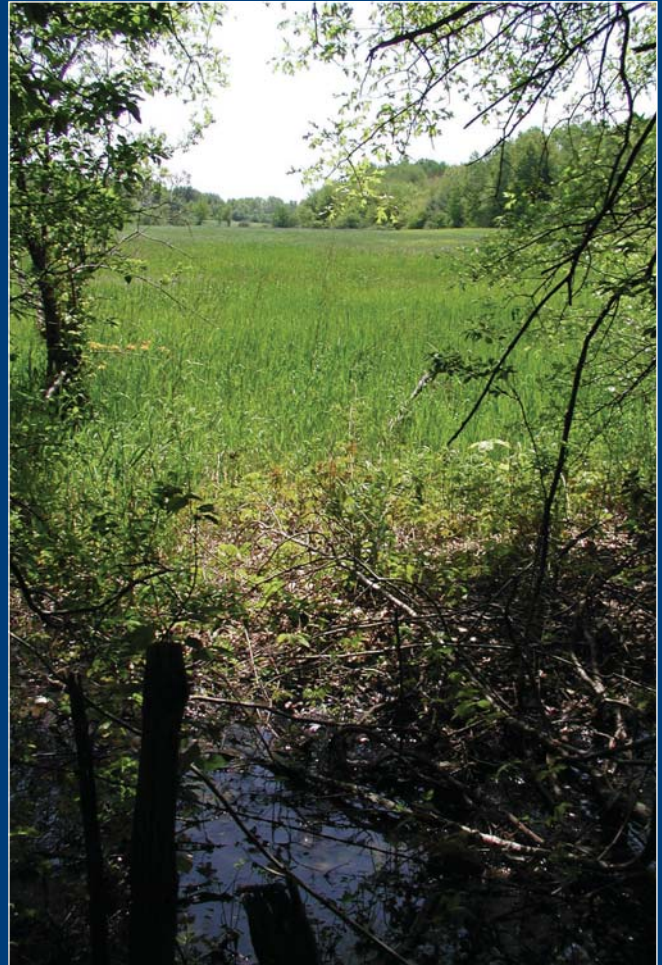
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Route 1



Transit Node



Greenway



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617.854.1000

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